man who was a fireman, but was not working at present; had only been in the town about a month. He said that the switch engineers and firemen had received orders to quit if they were compelled to handle "2" freight. He said that the switchmen in the yard had not struck and did not know they would. I then walked down to the depot and entered into conversation with a conductor on the Kansas City, Fort Scott & Gulf R.R., whose train was about to leave. He said that the switch engineers and firemen had orders to quit if required to handle "2" freight. He was very indignant against the strikers and said he would kill the first man that interfered with him or his duty and said he expected they would be asking every railroad man in the country to take up their grievances; that they were first crazy enough to ask anything. I remained around there until 6 p.m. and up to that time I was unable to come across any of the switchmen. I then discontinued and returned to the Agency".

My operator C. H. E. reports as follows

Kansas City, April 2/88.

"At 6:30 p. m. I went to the Union Depot and circulated among the railroad men for the purpose of learning what might be in contemplation among them, and gathering such facts as might be afloat. I learned that there had not been any action or general move as yet among the switchmen, but a belief that the switch engineers were in a position ready to strike when the question of moving "2" cars should be made. From a general inquiry there is quite a feeling arising among other employees whose positions will be jeopardized by the continuance of the strike and grounds for the belief that a general tie up would engender ill feeling among the various railroad men. I remained about but a short time, conversing with those from whom I thought it possible I might gain some information. After remaining about the yard and depot until 10 p. m. I returned to the Agency."

My operator A.H.C. further reports as follows:

Kansas City, April 3/88

"I left the Agency at 6:50 a.m. and proceeded to Union Depot Yards and mingled with the men about there. I saw that the switchmen were still at work. During the day I made the acquaintance of two K. & St. J. brakemen, who claim to have quit last night. While talking to them we were approached by one of the "2" switchmen: a tall, slim fellow, wearing a cap and flannel shirt. He called these two men to one side and asked them if they were working and they told him no. He then went back to his work. These men seemed to think that the switchmen would strike sooner or later. They appeared to be very knowing and said that they would not quit until they were all ready to go together. The actions of the switchmen lead me to believe that they are preparing to go out, for they occasionly get in groups talking. They also make frequent visits across the street to F. Meyers' saloon. At one time eight of them went over together.

The yard masters also went over a number of times with two switchmen in white shirt sleeves. They have had their heads together a great deal during the day. I tried to get into conversation with one of them, but he would not talk to it. I made the acquaintance of a railroad man from Topeka who told me that he had heard that the switchmen intended to go out. He also told me that the Santa Fe men had gone back to work again, the Company having agreed not to handle "2" freight. I remained around the yard until 6 p.m. Up to that time the switchmen had not gone out.

From the general talk I drew the conclusion that the better element are beginning to feel a little anxiety as to the present appearance of matters and begin to fear that the switchmen will commit some depredation and thus cause the blame to fall upon them and thereby lose the public good will. Then too, the attitude taken by the conductors. They most conservative feel that the crisis is on and the Company's

stand is awakening many. These conclusions I draw from the different opinions expressed among the men I meet and talk with.

Yours respectfully.
Pinkerton's Natl. Detective Agcy.
W. A. Pinkerton.
Genl. Supt. E. D.

Kansas City, Mo., April 5/88

Sir:

In continuation of above operation

My operation W.J.C. reports as follows:

Wednesday April 4th/88.

"I left the Agency at 7:30 a.m. and proceeded to the Union Depot yard, where shortly after I met Opr. W.H.C., who pointed out a number of the switchmen who are at work and among whom I was to operate. We then separated and I formed the acquaintance of a man who proved to be a railroad employee and in the course of conversation said that he did not think the switchmen would go out here. They are at work and seem to be satisfied and as I mingled among the men I could find no apparent indication of trouble at present. There is evidently something anticipated by the strikers and when approached on the subject they claim Kansas City will act as does Chicago. In connection with some of the strikers I talked with them on the loss of time and prospect of the "2" men finally getting

the "2" road and noticed while they declare they are going to hang out they don't talk of taking the company, but they hope the company will meet them with some proposition, so they can come back. They don't seem to realize that the company can do without their services. In speaking with an engineer, who I heard called Joe, he did not seem to hesitate in saying he was anxious to go back and wished it was over. The better class of strikers fear this influx of tramps and loafers attracted by the excitement will take advantage of some move made by the striking switchmen and arouse the indignation of the people and draw public sympathy from their Brotherhood."

My operative O.P.C. further reports as follows:

Ardmore April 4-88

"I left the Quincy at 7:30 a. m. and proceeded to the Union Depot yards and there met Op. W. J. C. I showed him the switchmen at work. Or them separated during the morning. I made the acquaintance of a railroad man who appeared to be very indignant against the brotherhood men, although he was